Calculation Of Transfers: Tax Reduction Fund

June 30, 2000
(Amounts in thousands)

This statement is prepared pursuant to Chapters 29 and 29B of the Massachusetts General Laws. It is prepared on the statutory basis of accounting and presents information contained in the official books and accounting records of the Commonwealth. Support

The computation is as follows:

Part 1: Comparison of Stabilization Fund, after current fiscal year transfers, to 7.5% of Budgeted Revenues and Other Financial Resources:		
Undesignated Fund Balance in the Stabilization Fund	$	1,608,382
Allowable Stabilization Balance (per **Schedule C**)		1,694,032
Stabilization Fund Excess, if any, transferable to Tax Reduction Fund	$	-
Part 2: Status of Stabilization Fund after transfers:		
Stabilization Fund Balance	$	1,608,382
Transfer to Tax Reduction Fund		-
Stabilization Fund Balance after transfer to Tax Reduction Fund	$	1,608,382
Part 3: Status of Tax Reduction Fund after transfers:		
Tax Reduction Fund Balance	$	7,203
Transfers from Stabilization Fund		-
Tax Reduction Fund Balance after transfers	$	7,203

The Central Artery/ Ted Williams, a project of the Massachusetts Turnpike Authority, is the largest, most complex and technologically challenging highway project in American history.

The Charles River bridge will be the widest cable stayed bridge in the world, and the first in the United States with an asymmetrical, hybrid design. The new bridge will serve as a spectacular landmark gateway to downtown Boston.

With its graceful lines and 270-foot towers, the cable-stayed bridge will be a symbolic landmark fusing Boston's future with its historic past. Swiss bridge designer Christian Menn conceived the bridge to reflect, with its inverted Y-shaped towers, the shape of the Bunker Hill Monument in neighboring Charlestown.

In addition to being the widest stayed bridge in the world, the bridge will be the first hybrid cable-stayed bridge in the United States, using both steel and concrete in its frame. The main span will consist of a steel box girder and steel floor beams, while the back spans will contain post-tensioned concrete.

Photography and text courtesy of the Massachusetts Turnpike Authority.

The Central Artery/Tunnel Project's Operations Control Center (OCC) in South Boston contains the most advanced electronic traffic monitoring and incident response system in the world. Using a wide array of Intelligent Transportation System (ITS) devices, the OCC will monitor traffic in the I-90/I-93 system of tunnels, ramps, and surface highways in downtown Boston, as well as in the Sumner, Callahan, Prudential, and City Square tunnel and on I-90 (the Massachusetts Turnpike) out to Route 128.

Information from the highway system is fed to the OCC building in South Boston. The control room consists of two amphitheater rows of five workstations each, facing a wall-sized rear projection screen and a bank of 54 color monitors. Each operator workstation includes two computer screens flanked by three monitors to provide multiple camera views during incidents.

Photography and text courtesy of the Massachusetts Turnpike Authority.